



Regional Transportation Authority

# Key Indicator Report

For The Month Of January, 1994

TRANSPORTATION LIBRARY

APR 19 1994

NORTHWESTERN UNIVERSITY

TRAN  
HE  
4491.C4  
R335k  
1994  
Jan.





Regional Transportation Authority

# Key Indicator Report

For The Month Of January, 1994

TRANSPORTATION LIBRARY

APR 19 1994

NORTHWESTERN UNIVERSITY

TRAN  
HE  
4491.C4  
R335k  
1994  
Jan.



## Table of Contents



<b>Regional Highlights.....</b>	<b>1</b>
<b>Sales Tax.....</b>	<b>2</b>
<b>RTA Financial Results.....</b>	<b>3</b>
<b>Ridership.....</b>	<b>4-5</b>
<b>CTA Performance.....</b>	<b>6</b>
<b>Metra Performance.....</b>	<b>7</b>
<b>Pace Performance.....</b>	<b>8</b>

TRAN  
HE  
4491.C4  
R335k  
1994  
Jan.

**Highlights:**

**Sales tax revenues** for December decreased 4.1% from November. *this page*

**National economic growth** continues in many sectors. *this page*

**Regional ridership** decreased 3.3% in January following three straight months of increases. *this page and pages 4-5*

**The combined operating deficits** of the Service Boards were unfavorable to budget. *this page and pages 6-8*

**The regional recovery ratio** for January was 45.9% and 5.3 points lower than budget. *this page and page 3*

**Overview**

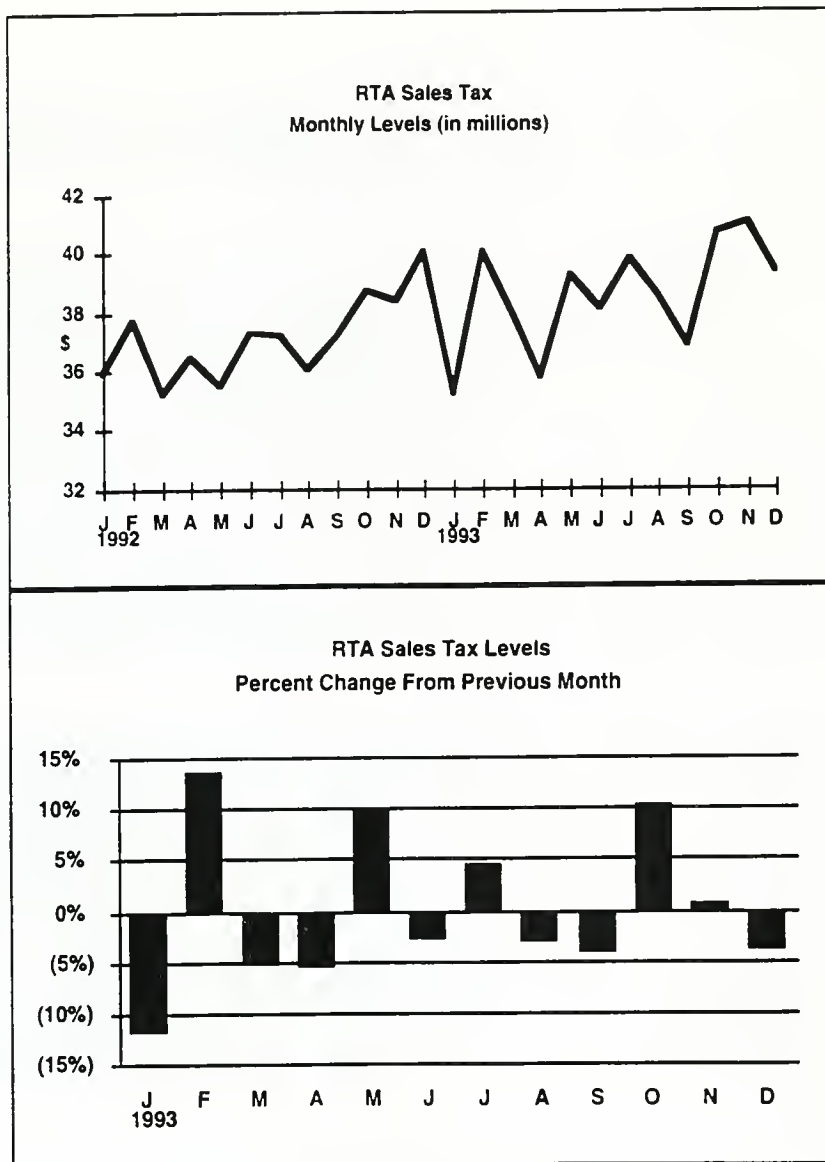
Sales tax results for January were not available at the time this report was prepared. The actual sales tax level for December was 4.1% lower than November's level. December's decrease was not unexpected following October's sharp increase and November's slight increase.

On a national level, the Commerce Department's Index of Leading Indicators rose an additional 0.3% in January following a 0.7% increase in December. The index is a key government indicator of the future health of the economy. The January report is the sixth straight monthly increase. U.S. gross domestic product grew at a 7.5% annual rate in the fourth quarter of 1993. Consumers were buying more, corporations investing more and factories exporting more than anyone had believed. Factory orders rose 2.1% in January for the sixth month in a row. This is one of the few economic signals that has not been set back by this year's bitter weather. Consumer credit rose during January continuing a trend for the eighth month in a row. Manufacturing sparks growth in the latest Federal Reserve review of early 1994. The report noted that the U.S. economy expanded moderately in January and February, with demand particularly strong in autos and auto parts. Expanded hiring and continued capital investment are expected to continue.

Regional ridership in January decreased 3.3% from December using the RTA's three-month moving average. This average, which smooths reported data to make trends more apparent, marks the first downturn in three months. Bitter temperatures and snow caused a sharp decline in ridership for the CTA and Pace. For January, the CTA's system ridership was 12.2% lower than December's level. In addition to the weather, the closing of the Green Line had a slight negative effect on ridership. Metra's ridership increased 5.0% in January, recouping all of the decrease experienced in the prior two months. The bad weather and the shutdown of the CTA's Green Line benefited Metra's ridership. Pace ridership decreased 2.6% in January following a 4.4% decrease in December. Pace's ridership was primarily affected by the weather and school closings.

On a combined basis, Service Board revenues were \$3.6 million unfavorable to budget for January. This unfavorable variance was primarily attributable to the CTA, where expenses were also unfavorable to budget. Metra was favorable to budget for both revenues and expenses. Pace revenues and expenses were both slightly unfavorable to budget. As a result, the combined operating deficits of the three Service Boards was \$6.8 million unfavorable to budget.

The region's recovery ratio for January was 45.9% and 5.3 points unfavorable to budget. The recovery ratio was 4.6 points unfavorable to January 1993 results.



The RTA actual sales tax level for the month of December was down 4.1% from November's level. There was a sharp increase in sales tax during October and then November rose slightly, so the decrease in December was not unexpected.

For the full year of 1993, sales tax was \$0.5 million lower than budget, but \$16.5 million higher than 1992.

Sales tax figures for January are unavailable due to a delay in reporting from the State.

Note: The sales tax levels are the result of actual monthly sale tax amounts after adjustment for seasonal patterns.



## RTA Financial Results

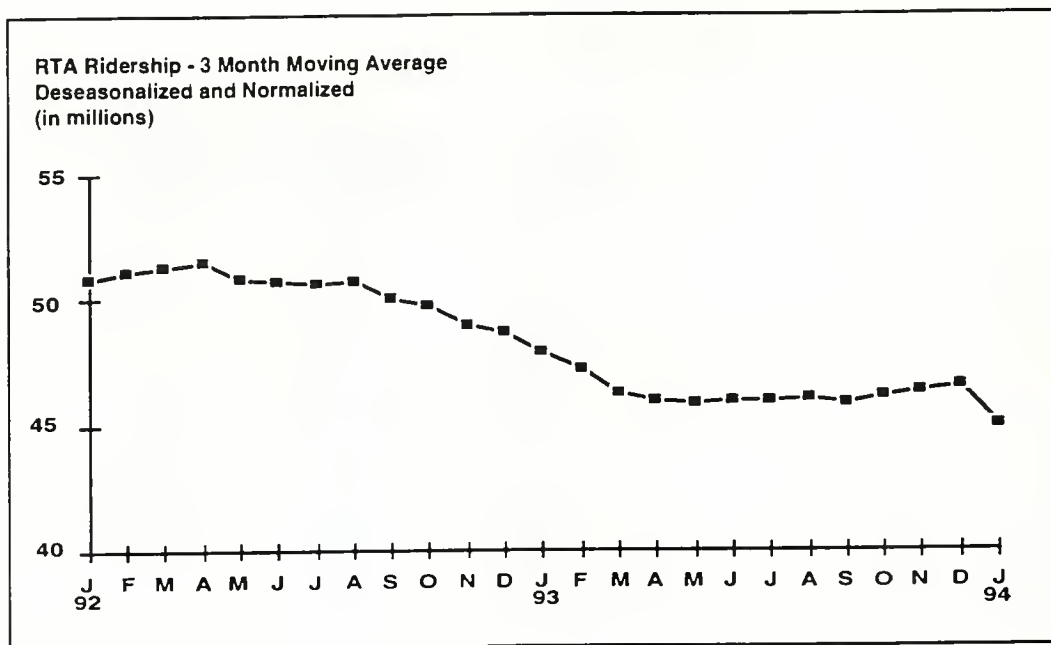
### Regional Transportation Authority January 1994 (Dollars in Millions)

	<u>January 1994</u>	<u>Favorable/(Unfavorable)To: Budget</u>	<u>1993</u>
Sales Tax	\$35.4	\$0.0	\$3.8
Less: Sales Tax For Capital	0.0	0.0	0.0
Public Transportation Fund	10.3	0.1	0.6
FTA Operating	0.0	0.0	0.0
RTA Interest & Other Grants	<u>0.2</u>	<u>(0.2)</u>	<u>(1.1)</u>
<b>Total Revenue</b>	<b>\$45.9</b>	<b>(\$0.1)</b>	<b>\$3.3</b>
 RTA Funding of Service Board Operations	 \$47.8	 \$0.0	 \$2.9
RTA Agency Expenses	0.8	0.2	0.2
New Initiatives	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total Operations Funding</b>	<b>\$48.6</b>	<b>\$0.2</b>	<b>\$3.1</b>
 <b>Available After Funding Operations</b>	 <b>(\$2.7)</b>	 <b>\$0.1</b>	 <b>\$6.4</b>
 RTA Capital & Debt Service	 \$7.2	 (\$4.4)	 (\$2.8)
RTA Funding of Service Board Capital	<u>1.2</u>	<u>0.0</u>	<u>(0.2)</u>
<b>Total Capital/Debt</b>	<b>\$8.4</b>	<b>(\$4.4)</b>	<b>(\$3.0)</b>
 <b>Change to Fund Balance</b>	 <b>(\$11.1)</b>	 <b>(\$4.3)</b>	 <b>\$3.4</b>
 <b>Regional Recovery Ratio</b>	 <b>45.9%</b>	 <b>(5.3) pts.</b>	 <b>(4.6) pts.</b>
 <b>MEMO: Funding of Service Board Operations</b>			
Service Board Baseline Operations:			
Revenues	\$46.4	(\$3.6)	(\$1.5)
Expenses	<u>101.0</u>	<u>(3.2)</u>	<u>(4.0)</u>
Deficits	<b>\$54.6</b>	<b>(\$6.8)</b>	<b>(\$5.5)</b>
 Positive Budget Variance	 (6.8)	 6.8	 8.7
Less: Service Board Contributions	<u>0.0</u>	<u>0.0</u>	<u>(0.3)</u>
 RTA Funding For Service Board Operations	 \$47.8	 \$0.0	 \$2.9

For January, RTA revenues include the sales tax budget since an estimate was not available. Otherwise, RTA revenues were \$0.1 million unfavorable to budget primarily due to investment income and \$3.3 million favorable compared to January 1993. Operations funding was \$0.2 million favorable to budget due to slightly lower spending for RTA Agency expenses. Operations funding was \$3.1 million favorable to January 1993 mostly due to lower Service Board funding. Capital funding and debt service was \$4.4 million unfavorable to budget due to a timing difference in debt service payments which will reverse in February. These items were also \$3.0 million unfavorable compared to last year primarily due to higher debt service resulting from RTA bonds issued during 1993 and the timing difference in payments.

The Service Board's baseline revenues and expenses in January were \$3.6 million and \$3.2 million unfavorable to budget, respectively. As a result, the January baseline deficit was \$6.8 million unfavorable to the budget and \$5.5 million unfavorable to last year. The regional recovery ratio for January was 45.9% which was 5.3 points unfavorable to budget and 4.6 points lower than a year ago.

## Ridership



### RIDERSHIP LEVELS

The RTA's three month moving average in ridership showed a 3.3% decrease in January. The major reason for the poor ridership performance was the bad weather. There were several days in January where temperatures fell below zero. This caused a sharp drop in ridership for the CTA and Pace.

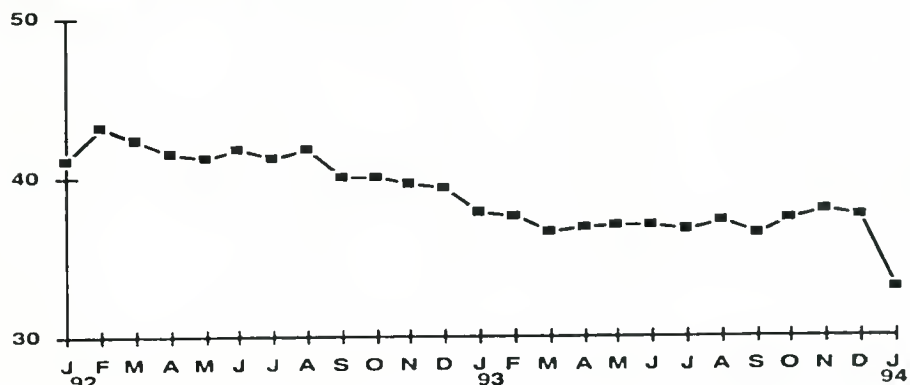
The CTA ended January with a ridership drop of 12.2% from December. Besides the weather, the closing of the Green Line had a slight negative effect on ridership during the month of January.

Metra's ridership for January was up by 5.0% from December. The weather seemed to benefit Metra as more commuters chose to take public transportation rather than drive. Metra's ridership was also favorably impacted by the shutdown of the CTA's Green Line.

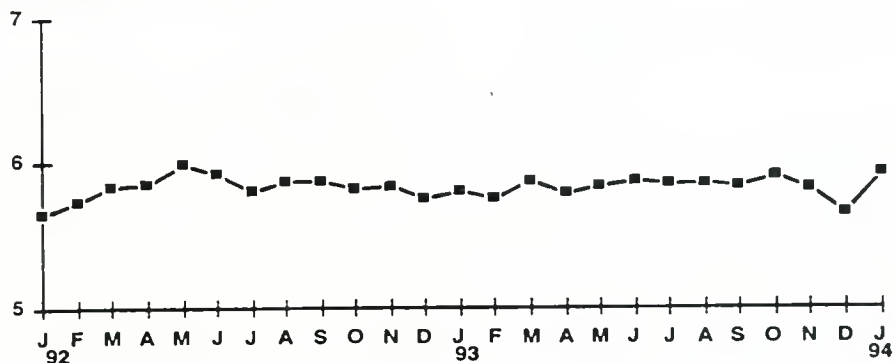
Pace's January ridership was down by 2.6% from December. The weather played a large role as school closings hurt ridership.

Note: Ridership levels are the result of actual monthly ridership being adjusted for seasonal patterns and for the number of weekdays, weekend days, and holidays occurring in each period.

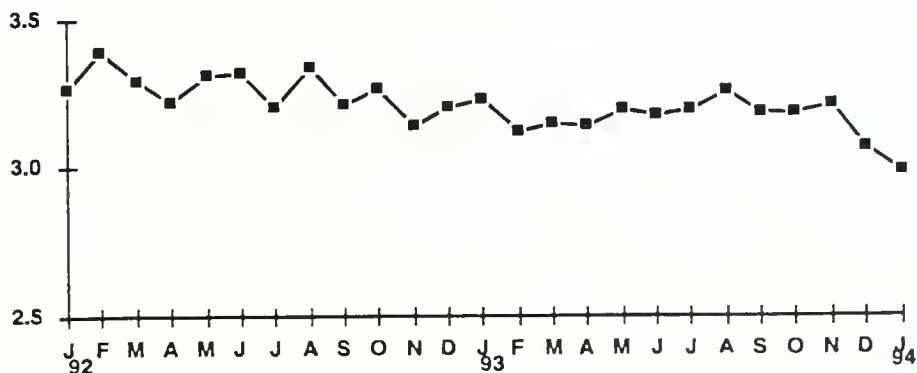
**CTA Monthly System Ridership**  
Deseasonalized & Normalized  
(in millions)



**Metra Monthly System Ridership**  
Deseasonalized & Normalized  
(in millions)



**Pace Monthly System Ridership**  
Deseasonalized & Normalized  
(in millions)



---

**CTA Performance**

**Monthly Results**  
**Chicago Transit Authority**  
**January 1994**  
(Dollars in Millions)

	<u>January</u> <u>1994</u>	<u>Favorable/(Unfavorable)To:</u> <u>Budget</u>	<u>1993</u>
Farebox Revenue	\$25.6	(\$3.6)	(\$1.8)
Reduced-Fare Reimbursement	3.0	0.0	(0.1)
Other Revenue	<u>1.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Total Revenue</b>	\$29.6	(\$3.6)	(\$1.9)
Service Delivery	\$51.0	(\$1.9)	\$0.1
Fuel/Power	3.1	0.3	0.1
Special Services	1.7	0.6	(1.4)
Administration	5.9	0.7	(0.5)
Provision for Injury and Damages	2.9	0.0	(0.5)
Non-Departmental	<u>0.4</u>	<u>(2.4)</u>	<u>(0.1)</u>
<b>Total Expenses</b>	\$65.0	(\$2.7)	(\$2.3)
<b>Operating Deficit</b>	\$35.4	(\$6.3)	(\$4.2)
<b>Recovery Ratio</b>	45.7%	(7.8) pts	(4.8) pts

	<u>January</u> <u>1994</u>	<u>Higher/(Lower) Than:</u> <u>Budget</u>	<u>1993</u>
Passengers (in thousands)	31,770	(4,740)	(3,960)
Vehicle Miles (in thousands)	11,120	60	(250)
Passenger Per Mile	2.9	(0.5)	(0.3)

---

The poor weather in January negatively affected operating results for the month. Ridership was 4.4 million or 13.0% below budget. This negative variance in ridership caused revenues to be \$3.6 million below budget for the month.

The cold and snowy weather caused expenses to be \$2.7 million or 4.3% over budget for the month. Additional overtime and maintenance expenses were necessary for snow and ice removal.

Another reason for higher expenses was the timing of the closing of the Green Line. The CTA's 1994 budget assumed that the Green Line would be closed at the end of its 1993 fiscal year. Instead, the line was closed two weeks after that date resulting in slightly higher expenses.

The operating deficit for January was \$6.3 million or 21.6% unfavorable to budget. The recovery ratio was 45.7% or 7.8 points unfavorable to budget.

**Monthly Results**  
**Metra**  
**January 1994**  
(Dollars in Millions)

	<u>January</u> <u>1994</u>	<u>Favorable/(Unfavorable)</u> <u>Budget</u>	<u>To:</u> <u>1993</u>
Farebox Revenue	\$12.4	\$0.2	\$0.3
Other Revenue	<u>1.9</u>	<u>0.0</u>	<u>0.1</u>
<b>Total Revenue</b>	\$14.3	\$0.2	\$0.4
Operations	\$8.5	\$0.1	\$0.2
Maintenance	11.2	(0.7)	(1.1)
Administration	2.7	0.1	0.1
Fuel/Power	1.5	0.1	0.0
Insurance and Claims	1.1	0.3	0.2
All Other	<u>2.6</u>	<u>0.2</u>	<u>(0.2)</u>
<b>Total Expenses</b>	\$27.6	\$0.1	(\$0.8)
<b>Operating Deficit</b>	\$13.3	\$0.3	(\$0.4)
<b>Recovery Ratio</b>	52.3%	1.0 pts	(0.1) pts

	<u>January</u> <u>1994</u>	<u>Higher/(Lower)</u> <u>Budget</u>	<u>Than:</u> <u>1993</u>
Passengers (in thousands)	5,850	(10)	110
Revenue Miles (in thousands)	1,960	0	40
Passengers Per Mile	3.0	0.0	0.0

Metra's operating deficit for the month of January 1994 was \$0.3 million favorable to budget and was \$0.4 million higher when compared to 1993. Revenues were \$0.2 million favorable when compared to the budget, and were \$0.4 million favorable to January 1993. Expenses for the month of January were \$0.1 million favorable to budget and were \$0.8 million higher when compared to 1993.

Farebox revenues were \$0.2 million favorable to budget in January 1994. This is primarily the result of a shift in the type of tickets used by commuters, which raised the average fare per passenger when compared to the budget. Farebox revenues increased \$0.3 million when compared to 1993 and can be attributed to an increase in ridership. Other income was flat when compared to budget and was \$0.1 million higher when compared to 1993.

Operations expenses were \$0.1 million favorable to budget for January and were \$0.2 million lower when compared to 1993. Fuel costs for January 1994 were \$0.1 million favorable to budget, and nearly at the same level when compared to 1993. Power costs were flat when compared to both the budget and 1993.

Maintenance expenses were \$0.7 million unfavorable to budget and \$1.1 million higher compared to January 1993. The primary reason for the unfavorable variance to both the budget and 1993 is the severe weather encountered in January that resulted in extraordinary snow and ice removal costs. Administration, insurance and claims, and other expenses were \$0.6 million favorable to budget and decreased \$0.1 million from 1993.

The recovery ratio for January was 52.3%. This was 1.0 point favorable to budget but only 0.1 point unfavorable to 1993.

## Pace Performance

### Pace Suburban Bus January 1994 (Dollars in Millions)

	<u>January 1994</u>	<u>Favorable/(Unfavorable)To: Budget</u>	<u>1993</u>
Farebox Revenue*	\$2.2	(\$0.3)	(\$0.1)
Reduced-Fare Reimbursement	0.1	0.0	0.0
Other Revenue	<u>0.2</u>	<u>0.0</u>	<u>0.1</u>
<b>Total Revenue</b>	<b>\$2.5</b>	<b>(\$0.3)</b>	<b>\$0.0</b>
Operations	\$4.8	(\$0.2)	(\$0.2)
Maintenance	1.2	0.0	(0.1)
Non-Vehicle Maintenance	0.1	0.0	0.0
Fuel	0.2	0.1	0.0
Insurance and Claims	0.7	(0.4)	(0.4)
Administration	<u>1.4</u>	<u>0.0</u>	<u>(0.2)</u>
<b>Total Expenses</b>	<b>\$8.4</b>	<b>(\$0.5)</b>	<b>(\$0.9)</b>
<b>Operating Deficit</b>	<b>\$5.9</b>	<b>(\$0.8)</b>	<b>(\$0.9)</b>
<b>Recovery Ratio</b>	<b>29.2%</b>	<b>(5.1) pts</b>	<b>(3.3) pts</b>

	<u>January 1994</u>	<u>Higher/(Lower) Than: Budget</u>	<u>1993</u>
Passengers (in thousands)	2,890	(140)	(150)
Vehicle Miles (in thousands)	2,780	210	270
Passengers Per Mile	1.0	(0.2)	(0.2)
Vehicle Hours (in thousands)	170	(10)	20
Passengers Per Hour	17.0	(2.2)	(3.1)

\*Includes local share

Pace's recovery ratio for the month of January was 29.2% or 5.1 points unfavorable to budget and 3.3 points unfavorable compared to 1993. The unfavorable recovery performance is directly attributable to the combined impact of both unfavorable revenue and expense performance.

Total revenues of \$2.5 million were \$0.3 million unfavorable to budget and equal to prior year levels. Farebox revenues comprised the entire unfavorable revenue performance to budget, which resulted from lower than budgeted ridership and a delayed fare increase implemented the last week of January. The budget assumed a full month of revenue would be generated by the fare increase.

Total expenses of \$8.4 million were \$0.5 million or 6.7% higher than budget. A large liability insurance claim settlement in January contributed \$0.4 million of the unfavorable expense performance. Despite this large settlement, Pace projects insurance and claim costs to remain within budget by year-end.

Compared to 1993, total expenses were \$0.9 million or 11.5% higher than the prior year period. Insurance and claims were \$0.4 million unfavorable due to the large liability claims expense reported in January. Operations and maintenance costs combined were \$0.3 million higher than 1993 primarily due to increased labor costs.





